

Alaska Statewide



Community Transportation Program (CTP)

2019 Project Evaluation Board (PEB)

Application for the 2020-2023 STIP

State of Alaska
Department of Transportation and Public Facilities, Division of Program Development
PO Box 112500, 3132 Channel Drive, Room 200, Juneau, AK 99811.2500

Timeline

Call for projects	February 2019
Project submittal due	September 15, 2019
ADOT&PF regional review and scoring	October 2019
ADOT&PF statewide PEB final project selection	January 2020
Announce project awards	March 2020
Initiate project agreement between ADOT&PF and sponsoring agency	Upon PEB approval and prior to project start

Project Nomination Opportunity

The ADOT&PF is soliciting a call for projects for the Community Transportation Program (CTP). Projects are scored first at the region with top scoring projects advancing to a statewide Project Evaluation Board (PEB) for final scoring. The PEB will evaluate and select projects to be programmed into the 2020-2023 Statewide Transportation Improvement Program (STIP).

There are two sets of criteria for this project nomination opportunity: 1) Urban and Rural, and 2) Remote. Communities not connected to the road system by road or ferry are considered Remote. All other communities are considered Urban and Rural. This application covers both sets of criteria, and some questions are labeled as necessary for one criteria set only.

Funds Availability

The last CTP project nomination opportunity occurred in 2011 for the 2012-2015 STIP. Since that time, two new transportation bills have been passed (MAP-21 and FAST Act) that have shifted funding away from the Surface Transportation Program (STP), which the CTP falls under. Additionally, many past CTP projects have been faced with rising costs. As a result, there was not sufficient funding for new CTP projects for either the 2016-2019 or 2018-2021 STIP.

Because the FAST Act expires in 2020, this project nomination opportunity is faced with uncertainty regarding the amount of future funding available. The Department is hopeful that federal-aid funding will continue to remain at stable levels; however, we will continue to proceed cautiously and analyze funding availability as projects are selected and funded. As such, the Department expects to award only two years of program space.

With limited federal fund availability and many project needs, community partnership is important. All project nominations are expected to show cost sharing; at minimum, community sponsors will be expected to provide the required minimum federal match. Communities that commit additional funds will be awarded more points in the scoring process.

Note to Applicants

CTP nominations should be submitted to your field office planning chief. Please note that your area planners are available to help prepare project nominations and develop project estimates. A project estimate approved by the ADOT&PF is required as part of the nomination. Please contact your area planner as early as possible with your project idea. An area map and contact list is included in this application.

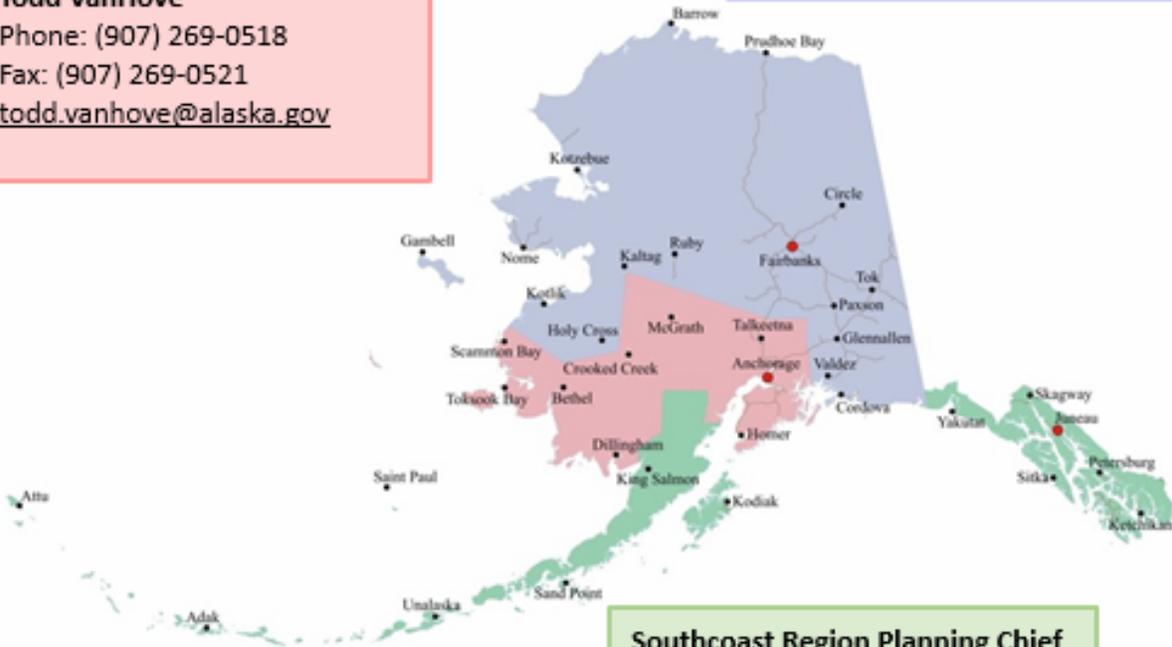
Additionally, a resolution of support demonstrating any financial or maintenance commitments is required with your project nomination. Resolutions can take some time to draft and present to your assembly/council; it is recommended that you begin this process as early as possible. A sample resolution is provided on the CTP website.

Area map showing field office planning chiefs

A contact list is also provided on the last page of this application.

**Central Region Planning Chief
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**Northern Region Planning Chief
Margaret Carpenter**
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**Southcoast Region Planning Chief
Verne Skagerberg**
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Alaska Community Transportation Program 2020-2023 Application

Project Name
Project Location
Community or Tribal Government

Projects will not advance unless the local community provides federally-required match. The DOT&PF match policy may allow for a reduced match amount for routes with a higher functional classification.

Please include **ALL** relevant attachments with this application, including the following required documents:

- Resolution of Support, demonstrating all financial and maintenance commitments
- Budget Worksheet (provided in application)
- Map of project
- Letters of support
- Relevant pages from supporting plans / documents

If there is not sufficient space to answer any of the questions, please include additional pages.

Project description and purpose

What is the purpose for the project? Please provide a brief description and indicate whether there any unusual design elements, bridge or culvert work, geotechnical needs, or safety concerns.

Please describe.

Route Name: _____

Route ID: _____

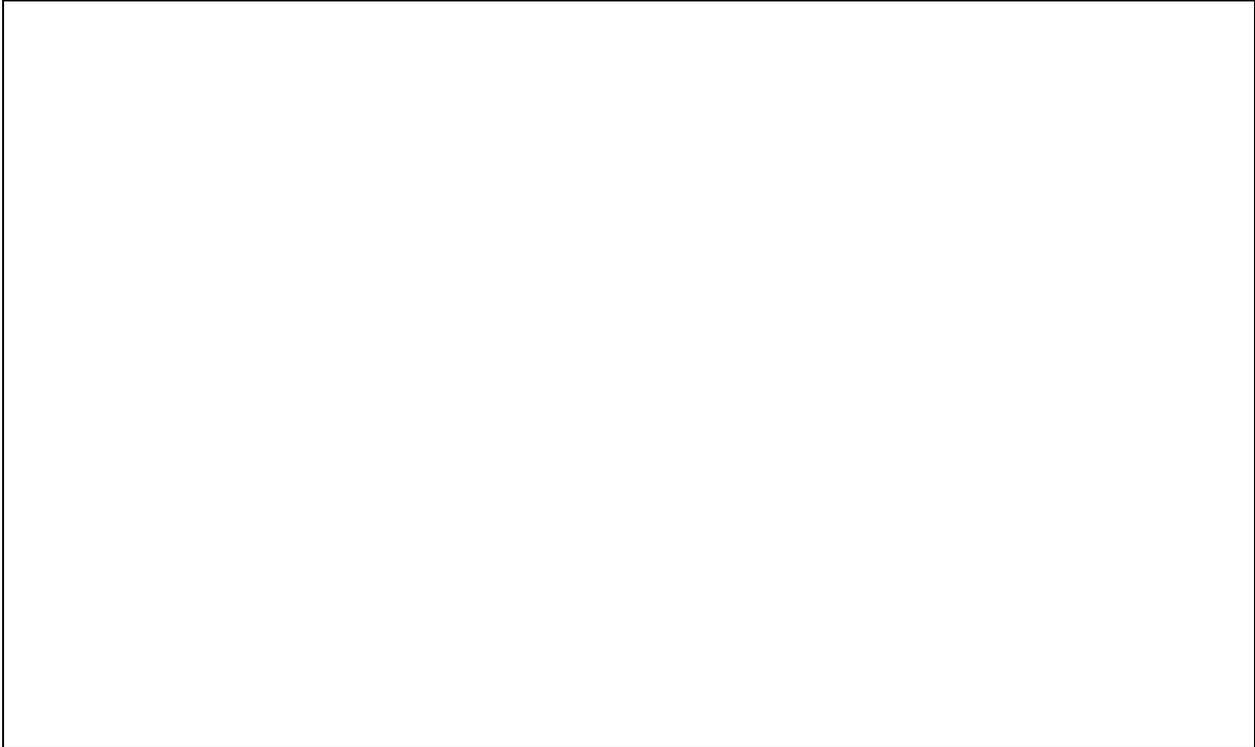
Beginning milepoint: _____

Ending milepoint: _____

Proposed project work already completed

Has any work already been completed for this proposed project?

Please describe.

A large, empty rectangular box with a thin black border, intended for the user to describe any work already completed for the proposed project.

Economic benefits

Is the project endorsed in an economic development plan by a public entity and / or does the project provide new or improved direct access to a community resource? Does it support economic opportunities, or provide benefit to existing economic activity?

Any documents for which the sponsor would like to have considered as a 'plan' must include documentation of public involvement. Economic benefits analysis shall not consider benefits due to project construction. A specific economic development section of a more general plan such as a comprehensive plan is acceptable if the focus is clearly on economic development including adequate analysis.

Please describe.

Health and quality of life

What outcomes will this project provide toward an improvement in air and water quality, neighborhood continuity, and access to basic necessities? Does this project provide a contribution to improved health and quality of life, or reduce or remove a significant existing negative factor?

Please describe.

Safety

Will this project meet the goals or strategies listed in the Alaska Strategic Highway Safety Plan (SHSP)? Does this project propose mitigation which is recognized in practice to address safety issues? Is there a long term pattern of fatal/major injury crashes, minor injury crashes, or property damage crashes? Is there a documented crash potential or risk between a non-motorized use facility and vehicular traffic?

Please describe existing safety concerns and project's potential to mitigate those concerns. Provide any supporting documentation that is available.

ADOT&PF Planner fill out this section –

HSIP Cost/mile of project length

a. HSIP crash costs for total project: _____

b. Project Length: _____

HSIP Cost/mile (a ÷ b) : _____

Improves intermodal transportation or lessens redundant facilities

Would this project reduce the need for capital investment or reduce operating costs in another mode or on an adjacent facility? Does this project improve the connection between modes for travelers or freight? Will it contribute to system network by substantially alleviating safety concerns, increasing efficiency, or decreasing operating costs of an nearby NHS route or interstate route?

Please describe.

Local, other agency, or user contributions to fund capital costs

Please indicate the total contribution the applicant will provide, including the required match. Provide a cost estimate for the total amount of funding requested for the project.

Minimum match contribution is required for all projects. Only contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for additional points. All financial commitments must be in writing and approved by the local governing body of the community or tribal government before project will be considered for funding. Cost estimates must be prepared or approved by DOT&PF.

Please describe.

Local, other agency, or user contribution to fund M&O costs

Sponsor commitment must be in writing and passed by government body of the community or tribe before points will be assigned and DOT&PF must approve the transfer of responsibility if DOT&PF facility.

For non-DOT&PF sponsored projects: Does this project have a sponsor that will assume ownership and management responsibilities if currently a DOT&PF facility, or will the sponsor assume ownership of another DOT&PF facility of similar M&O cost? Will there be continued sponsor ownership and management responsibility of locally owned facility?

Please describe.

ADOT&PF Planners fill out this section:

What percent of routes functionally classified as *minor collector* or *local* does the community currently have management responsibility for? _____

For DOT&PF sponsored projects: Is this project an M&O priority? Transferring of management responsibility to a local government will be considered a significant priority. Please provide supporting information.

Please describe.

Public support

Does this project have a resolution, project support, and commitments in writing that demonstrate support for this project? If listed in a plan (community, planning, etc.) please include relevant document pages. Any public comment events in support of this project must be in writing. Please provide required documentation. List documents provided and any other supporting information below.

Resolution is required in areas/communities represented by locally elected body. For those communities not represented by a locally elected body, a public record of support is required and any monetary commitments for maintenance or match will need to be committed to at the time of nomination. Capital Improvement Program (CIP) and similar lists adopted by resolution will be considered as a resolution. Any document for which the sponsor would like to have considered as a 'plan' must include documentation of public involvement.

Please describe.

Environmental approval readiness

Does this project have an approved environmental document?

Environmental documentation must follow FHWA guidelines as explained in federal regulations. Sponsor should submit any completed environmental documents with their application package.

Please describe.

ADOT&PF Planners fill out this section:

Will the environmental approval likely be a categorical exclusion (CE) document, environmental assessment (EA), or environmental impact statement (EIS)? Please confirm with your Regional Environmental Manager.

System preservation, bridges, functional classification

What is the primary purpose of this project? Does this project include bridge work?

Please describe.

ADOT&PF Planners fill out this section

- Functional Classification _____
- *If project includes bridge work:*
 - Bridge Number _____
 - Deck Rating _____
 - Superstructure rating _____
 - Substructure rating _____

URBAN AND RURAL PROJECTS ONLY

System reliability or deficient width/grade/alignment (w/g/a)

Is this project primarily an asset management preservation project? Does this route have deficient width/grade/alignment relative to standards impacting system reliability? Does a portion of the project rehabilitate subgrade, appurtenances, or other infrastructure such as sidewalks? Is this project primarily major reconstruction or addresses long-range rehabilitation?

Projects which address a situation where there is a traffic demand that is significantly (or moderately) in excess of the number of existing lanes will be considered to have significantly (or moderately) deficient w/g/a relative to standards.

Please describe.

REMOTE PROJECTS ONLY

Will project provide new and/or improved access to the noted uses: ferry terminals, airports, subsistence sites, or river/ocean access?

Will this project provide new or improved access to one or more of these sites?

Please describe.

REMOTE PROJECTS ONLY

Is this a joint project coordinated with ADEC, BIA, ANTHC, or similar state or federal agency?

YES / NO

Please describe.

Other project factors not specified

Are there any innovative, creative, or unique benefits that are not listed or described in any other category?

Please describe.

Budget

Total Project Cost: \$		
Project delivery phase (design, construction, environmental, etc.)	Federal amount requested	Local contribution
	\$	\$
	\$	\$
	\$	\$
	\$	\$
	\$	\$
States requirement of ICAP (5% eligible for Federal funding)	\$	\$
TOTAL FEDERAL FUNDS REQUESTED PROJECT COSTS	\$	\$
TOTAL PROJECT COSTS	\$	

ADOT&PF Planners fill out this section:

Cost Effectiveness

URBAN AND RURAL PROJECTS: Divide the project cost (in thousands) by length (in miles) and further divide the result by Average Annual Daily Traffic (AADT). Standalone bridge projects use assumed length of 1 mile, standalone intersection projects use assumed length of .5 mile.

- a. Project Cost (in thousands) _____
 - b. Project Length _____
 - c. AADT _____
- Cost Effectiveness (a ÷ b ÷ c): _____

REMOTE PROJECTS: What is the total project cost per persons whom facility provides essential services and benefits?

- a. Project Cost _____
 - b. Persons whom facility benefits _____
- Cost Effectiveness (a ÷ b) _____

By signing this application below, your community or tribal government is agreeing to the following stipulations should your project / program be selected for CTP or other federal transportation funding:

- Matching contributions are required for any approved overruns, and these overrun funds are subject to approval by ADOT&PF.
- Any facility constructed with federal transportation funds must be maintained by the local government and must be open to the public for at least twenty-five (25) years.
- You have consulted with your ADOT&PF Regional Area Planner and identified (after project completion) who will assume ownership including operations and maintenance costs.

Applicant Signature
Applicant Name
Title
Date

Please submit this application along with attachments and any additional supporting documentation to your regional planning chief.

Northern Regional Planning Chief

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